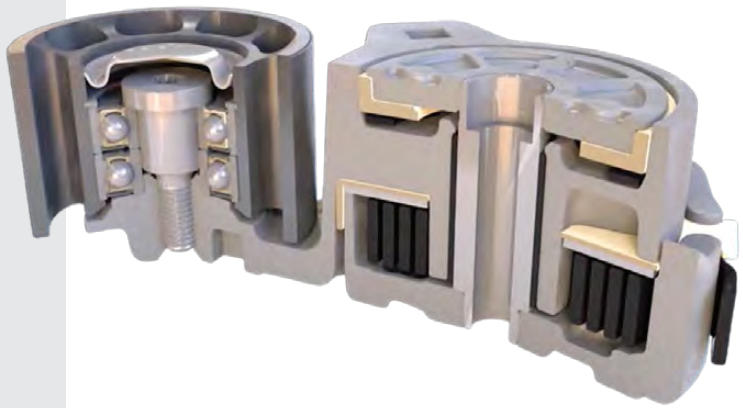
Six Signs a Tensioner Needs to be Replaced

Sometimes during a drive belt change, the tensioner may get overlooked. This can be problematic given the tensioner has a big job to do and likely wears at a similar ratio as the other components. The tensioner is responsible for maintaining a constant predetermined pressure on the belt. If the tensioner is not functioning properly, the whole drive system is at risk and the life of the belt is greatly reduced.



Top Tensioner Issues:

1. **Tensioner Noise** - Listen closely to the tensioner when the engine is running. Remove the belt and check the pulley for free rotation. If you hear noise or feel resistance to turning, this could be an indication of impeding bearing failure. If it spins freely by hand more than two rotations, the grease is gone from the pulley and needs to be replaced.

2. **Improper Belt Tracking** - If the belt is tracking off center, at or off the edge of the pulley, or if the belt flips off the tensioner, this is a clear sign of bushing wear, which causes tensioner misalignment.

3. **Tension Loss** - If the belt makes a squealing noise or an accessory within the system has stopped working completely, it's a sign that there is tension loss.

4. **Sticking or Notchy Movement** - When removing or replacing the belt, check the tensioner torque by moving the tensioner arm from stop to stop. The arm should move smoothly and without hesitant movement.

5. **Metal to Metal Contact** - If there is any metal-to-metal contact between a tensioner's arm and spring case, it's a sign of bushing wear.

6. **Broken or Cracked Tensioner "Stops"** - When removing or replacing the belt, check the tensioner "stops" located on both the tensioner arm and spring case to see if they are broken.

Dayco recommends replacing the tensioner when the belt and other front of engine components are changed.
System replacement is key to better performance and longer engine life.

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